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SSC - MAN 25X1 SECRE **~** 2 = was concluded by the GDR Railroads and the Polish Railroads in March 1955. This contract indicates that the GDR Railroads is to dispatch to Polend a total of 300 damaged Polish locomotives seized in WW II. The CDR will receive 25 German locomotives, including 15 type-58 locomotives, which have been in operation in Poland since the end of the war. These locomotives are reportedly operable. 25X1 Comment. Cars of the construction series 06 are two-axle boxcars. The conversion of these boxcars for personnel shipments was reported previously. 25X1 It cannot be determined whether these cars are to serve as a reserve or whether conversion will be made in connection with major personnel shipments in the near future. As a result of this measure, about 10 percent of the park of boxcars will be withdrawn from freight traffic. 25X1 3. Comment. first trial runs on the reelectrified Halle-Koethen railmoad line were scheduled for the end of the comment. In April 1955, tons (sic) of manganese and iron ore were directly 25X1 dispatched from the USSR to the EKO at Fuerstenberg vie Frankfurt uder. Incoming shipments wis Kuestrin Kietz were reported for the first time. In March 1955, 81,776 tons of menganese and iron ore were dispatched to the EKO from the USSR via Frankfurt/Oder. 25X1 5. Comment. In April 1955, the average loading capacity per day in freight traffic amounted to 12.099 cars, including 12,084 cars for coal mining products. 25X1 6. Comment. These locomotives were kept by the Ministry of Traffic as reserve. The operable locomotives which were parked at Ruednitz railroad station belonged to the deactivated locomotive column No 3. 25X1 SECRET

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